(ii) राज्य सड़क परिवहन उपक्रम धीरे-धीरे यात्री परिवहन के क्षेत्र में उन मामलों को छोड़कर जहां निजी क्षेत्र की भूमिका महत्वपूर्ण होने की संभावना नहीं है, निजी क्षेत्र के लिए स्थान बनाएं; और

(iii) अतः राज्य सड़क परिवहन उपक्रम विस्तार नहीं करें ।

इन उपायों का सुझाव आठवीं पंचवर्षीय योजना में उल्लिखित उद्देश्यों के अनुरूप किया गया है । वित्तीय संसाधनों के अभाव के कारण, यात्री परिवहन की बढ़ती हुई मांग को पूरा करने के लिए निजी क्षेत्र की अधिक सहभागिता को प्रोत्साहित करने की आवश्यकता है ।

Coal Handling Crisis at Madras Port

1539. SHRI S. MADHAVAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government are aware of the news item which appeared in the Financial Express dated the 9th September 92 regarding the crisis in Madras Port Trust over coal handling;

(b) if so, whether Government have enquired into the allegations made by the Trade union leader; and

(c) if so, the outcome thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes Sir.

(b) and (c) Madras Port Trust (MPT) had reported the problems created in operation of semi-mechanised system for handling coal for Tamil Nadu Electricity Board (TNEB). MPT was advised to ensure its operation by TNEB. The operation commenced from 15-10-92.

1540. [Transferred to 4th December, 1992]

Deaths due to Road accidents in Delhi

1541. DR. ABRAR AHMED :
SHRI VIRENDRA KATARIA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there has been an alarming rise in deaths due to road accidents in Delhi; and

(b) if so, what remedial steps Government have taken in this regard and the success achieved so far as a result thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) No, Sir. The number of fatalities in road accidents during the first 11 months of 1992 has shown a marginal decrease as compared to previous year.

New Traffic System in Delhi

1542. SHRI SHIV PRATAP MISHRA: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that Delhi Administration have recently introduced a new traffic system in Delhi.

(b) if so, the details thereof;

(c) whether Government have received any memorandum from the New Delhi Traders Association against this system; if so, the details thereof;

(d) whether it is also a fact that this system would involve more fuel consumption; and

(e) if so, the details thereof and the steps taken by Government to save petrol and avoid harassment to people ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) The Delhi Traffic Police have been introducing new traffic movement circulation patterns in various parts of the city. As part of the programme they have introduced new traffic movement circulation pattern recently at India Gate 'C' Hexagon, Cannought Place and Karol Bagh areas. The details are as under :—

INDIA GATE : Traffic Police have introduced a new one way traffic circula-

tion around India Gate area under the new scheme. All the radials leading from the 'C' Hexagon to the inner rotary of the Princes Place and the inner rotary itself are closed for traffic. Movement of 'C' Haxagon has been kept one way in a clock-wise direction According to the Traffic Police the scheme have proved very effective in reducing conflict situations and congestion at all inter-sections connecting with 'C' Hexagon and has entirely removed the chaotic conditions that were prevalent in the inner rotary earlier. Parking is permitted in the demarcated parking areas only on portion of the six radials connecting the Hexagon to the inner rotary with only a right turning entry from the Hexagon into the parking area and a right turning exist from the parking area into the Hexagon.

CONNAUGHT PLACE : As a follow-up action on the earlier circulation pattern of traffic in Connaught Place the Delhi Traffic Police have further introduced new traffic circulations with the objective of decongesting the Connaught Place Complex by discouraging through commuters who use the roads of Connaught Place as a short cut for different destinations. All traffic approaching Connaught Place Complex and entering the outer circulation has been made to turn left compulsorily. Similarly all the traffic existing through the radials from the inner circle would compulsorily turn right into the circus and further exit into any other onward roads in a staggered fashion. For avoiding the conflicts of vehicles at the respective inter sections point of the middle circle with the radials adequate channelisers have been erected for the purpose.

On the recommendations of the Committee Report constituted by the Commissioner of Police, Delhi for examining the merits and demerits of the traffic circulation pattern introduced in Connaught Place three channelisers were removed. According to the Delhi Police the new traffic circulation pattern in Connaught Place is working satisfactorily.

KAROL BAGH: To tackle the problems and to ensure smoother flow of vehicles, reduce congestion and inconvenience on the market roads and the surrounding net work of roads in Karol Bagh and also to provide extra parking space the Delhi Traffic Police had introduced new circulation pattern for movement of vehicles in the area encompassed by Pusa Road to new Rohtak Road and Faiz Road to Military Road, Guru Ravi Dass Marg including areas surrounded by East Park Road, Rani Jhansi Road and Faiz Road. This plan envisages two-way movement of traffic on the peripheral main roads and the broader inside roads, with the criss-crossing feeder roads in a one-way pattern.

(c) The New Delhi Traders' Association have represented against the channelisers introduced in the middle circle of Connaught Place. The main objections was the introduction of barriers which exceeded the traffic scheme that was earlier agreed to be implemented as an experimental measure. The Association wanted that States Quo Ante as on 05-10-1992 should be restored.

(d) No, Sir.

(e) Does not arise.

Financial Assistance for Ring Road in Nagpur

1543. DR. SHRIKANT RAMCHANDRA JICHKAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the amount of financial assistance proposed to be given to Maharashtra for the completion of ring road in Nagpur;

(b) the amount actually disbursed so far; and

(c) if answer to part (b) above be in the negative, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c) Construction of Ring Road in Nagpur was decided in 1986 to be taken up on cost sharing basis between Government of India, State Government of Maharashtra and Nagpur Improvement Trust. Estimates for an aggregate amount of Rs. 140.21 lakhs as Central Share have been sanctioned for Survey/Investigation, Land Acquisition and Shifting of Utilities. Upto-date expenditure on these works as re-